

# The Hong Kong Daily Press

No. 9206

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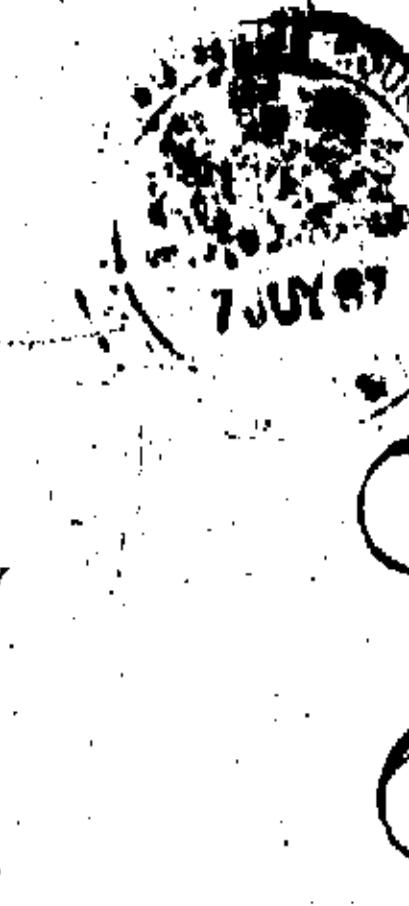
HONGKONG, THURSDAY, JULY 7, 1887.

四

年禮

號七月七英港香

PRICE 2/- PER MONTH



## INTIMATIONS.

## FOR SALE.

## SUNDRIES RECENTLY UNPACKED

"PERFECT" SCAFFOLDING TENNIS BALLS.  
Silicate Carbon Filters (movable blocks).  
Toilet Soaps and Perfumery.  
Eau de Cologne and Lavender Water.  
New Books and Music.

OFFICE STATIONERY & OFFICE SUNDRIES.  
Billiard Balls for English, French, and American Games.

English and American Billiard Cues.  
Coffe Mills and Coffee Roasters.

Waterproof Coats and Chair Aprons.

Artist's Chalks, and Sandrins.

Travelling Spirit Stoves.

ELECTRO-PLATED WARE.

Swimming Belts and Swimming Collars.

And.

CALCUTTA PITH SUM HATS.

LANE, CRAWFORD & CO.

Hongkong, 13th June, 1887.

## W. B. E. W. R. HAS JUST RECEIVED

McCarthy's History of our own Times—Tubile Edition.

A General Atlas, Cosmographic Atlas,

Library and Commercial Atlas.

Carrying and Jettison, Tredfold and Turn,

Rough Drawing and Sketching with Supple-

ment, 4th Edition.

Colonial and Foreign: Box Lists for 1887.

Manual Missa da Confissao and Livro da Misericordia.

Letters, Items, Companion, and Official Let-

ter Writers.

Official Envelopes, \$1.50 per 1,000.

Small Cutlery Pocket Knives, Scissors, &c.

Cheap Watches and Clocks, good time-keepers.

Fancy Goods including Photo Albums, Flas-

hisms.

Cigar and Cigarette Cases, Opera Glasses,

Pencil Cases.

Jewelry, Watch, &c.

Flutes, for Sale or Hire. Can be bought on

the monthly purchase system.

Lasted Shoes and Waltzes, also Song Folios.

Guitar, German str., for Swallow.

Diction, German str., for Bangkok.

Lute, British str., for Foochow.

Billy Simpson, British str., for Sandakan.

Deuelion, British str., for Singapore.

DEPARTURES.

ARRIVED.

Per Namco, str., from East Coast—Miss T.

Anderson, Master Anderson, Mr. Rogers, and

European deck.

Per Kuan-lee, str., from Shanghai—116

Chinese.

Per Foochow, str., from Shanghai—Mr.

Vincent.

For Camelot, str., from Swallow—44 Chinese.

Per Methuen, str., from Hongkong—From

Marselles—Mr. and Mrs. B. Marti, and Mr.

Baretto's am. From Singapore—Mr. Harri-

son. From Saigon—M. de Roland, Rev. Gher-

ald, and Grm, and 74 Chinese. For Shanghai.

For Marseilles—Mrs. S. Felliher and Miss

Felliher Sisters. M. St. Collette and M. de la

Sainte. Rev. Barbante. Rev. Dupuis. Messrs.

Gill and 11 Chinese. For Yokohama—Mr. Carlo

Bitterman and 11 Artists. For Yoko-hama.

From Marseilles—Mesars. W. Nostromo.

N. Harada, and H. Nozaki. From Saigon.

M. de Barrodon and servant, 10 petty officers

and 50 marines.

DEPARTURE.

Per Esmeralda, str., for Manila—Messrs. T.

Zukhara, Senor Z. Caveda, Arcuelano Guerro,

W. A. And, and Joaquin Angida, 72 Spanish

petty officers, engineers and marines (crew for

the Philippines), and 1 Chinese.

To DEPART.

Per Irauadly, str., from Hongkong—For

Batavia—H. E. Da Costa (Governor of Timor),

and Mr. Krauss Gomez (Secretary). For

Marquesas—Mrs. Serpa, Mr. and Mrs. Aguirre Trigo

and 4 children, Mr. and Mrs. de Souza Caldas.

Colonel Hintz, Colonel Coluda, Captain

Meissner, Major de Souza, Major de Souza, and

Colonel H. H. Hoyle, and 11 Chinese.

For Marseilles—Mesars. W. Nostromo.

From Saigon—Mr. de Roland, Rev. Gher-

ald, and 11 Chinese.

For Singapore—Messrs. G. H. Townsend, von

Wittsch, Mr. Lut, 500 Pin and 100

various Messrs. Sir Afon, Chung, and Na-

Na. Kua Leong Haw Chow, Leong Ah Ling, Leong

Tang, and Cheo Wo. For Colono—Mr. R.

Fordham. For Suez—Mr. von Elsener.

For Aden—Mr. T. D. Edwards. For

Southern—Mr. T. D. Edwards. For Bre-

kenhead—Mr. F. Lesshead. From

Shanghai—Mr. F. Lesshead. From

Hongkong—Mr. F. Lesshead. From

Norfolk, J. Freshbush, and J. Burbridge.

REPORTS.

The Chinese steamer Kuan-lee, from Shang-

hai 3rd July, reports had fine weather and winds

and few weather.

The British steamer Grouse, from Shang-

hai 5th July, reports had fine weather and light

S.E. breeze to Lingding Island, thence to port

wind variable, occasional squalls, and showery.

The British steamer Grouse, from Foochow

3rd July, Amoy, and 5th July, reports

from Foochow to Amoy had moderate

variable winds and few weather.

From Amoy to Foochow light variable

winds and few weather. From Foochow to

port light variable winds and showery, un-

settled weather. In Foochow 5th, 8th, Deep-

date. Port August, Beaufort, and Hae-chin.

In Amoy str. Tictola. In Swatow str. Hangchow, P. C. Kue, Anago, Camelot, and

Hiroshima.

TIMBER.

ALL ACCOUNTS against the MASONIC

CLUB must be sent in on or before the

13th instant, at 4 p.m., or they will not be

recognised.

By Order,

GEO. H. SWALES,

Secretary.

Hongkong, 2nd November, 1886. [1301]

WANTED.

A STEWARDESS for the CANADIAN

PACIFIC STEAMSHIP "BATAVIA".

Apply to

ADAMSON, BELL & CO.

Agents.

Hongkong, 5th July, 1887. [1305]

WANTED.

A FOUR-ROOMED HOUSE, or a FLAT

suitable for Dwelling, within 4 to

5 minutes walk of the Clock Tower.

E. C. Caro of Daily Press.

Hongkong, 5th July, 1887. [1297]

## INTIMATIONS.

## BANKS.

## THE NEW ORIENTAL BANK

## CORPORATION, LIMITED.

AUTORISED CAPITAL.....\$2,000,000.

PAID UP.....\$500,000.

REGISTERED OFFICE, 40, THE HEADNEEDLE STREET,

LONDON.

BRANCHES IN INDIA, CHINA, JAPAN

AND THE COLONIES.

THE BANK receives money on Deposit,

Bills and Bills of Exchange, issues

Letters of Credit, forwards Bills for Collection,

and Transfers Banking and Agency Businesses

generally on terms to be fixed on application.

Interest allowed on Deposits—

Fixed for 12 months, 5 per Cent. per Annum.

Fixed for 6 months, 4 per Cent. per Annum.

Fixed for 3 months, 3 per Cent. per Annum.

On Current Deposit Accounts 2 per Cent. per

Annum on the daily balance.

LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and

every description of Banking and Exchange

business transacted.

DIARIES granted on London and the chief

commercial cities in Europe.

JOHN WALTER,

Acting Chief Manager.

Hongkong, 27th May, 1887. [18]

NOTICE.

WE HAVE this Day opened a BRANCH

of our Firm at Hankow.

ARTHOLD, KARBERG &





## SHANGHAI.

The N.C. Daily News says:—A correspondent, who is corroborated by one or two other officers states that there was a distinct upheaval of the ground in Shanghai, as if from a slight earthquake, at 3.25 p.m. on the 25th June. The movement was distinctly vertical, and was followed by a trembling which lasted for some seconds. It was felt at least at two points in the English Concession, and at the French settlement, but was not noticed at the Siang-hai port.

The following case of honesty in a jinrikisha occurs as reported by the N.C. Daily News:—A foreigner hired a jinrikisha to convey him a short distance, and on arriving at his destination discharged the vehicle and entered a house. Suddenly remembering he had left a packet of dollars in the seat, he immediately called forth the carlitz, and the jinrikisha came running up and lifting the cushion of the seat showed the packet of dollars. The surprise of those who witnessed this honest action. We are glad to say he was amply rewarded.

In the United States Court for the Consular Division of Shanghai an application for a new trial in the case of the Chinese, Mr. S. W. Evans, administrator of the estate of S. D. Robinson, deceased defendant, has been refused with costs. The grounds of the application were (1st)—That the plaintiffs were unacquainted with the regulation of the U.S. Consular Court in China which prescribes that Civil actions unless based on written promise, contract, or instrument must be commenced within two years of the date of the cause of action, and the reason of this ignorance they could not know; (2nd)—That the parties had no such steps as they would otherwise have taken to prove contract in writing for the acts and purchase of shares as alleged in the pleading; and (3rd)—That since learning of this regulation they had found such proof as to show that the cause of action had not yet run.

The court held that the date of the expiration of the regulation could not prevail when the cause of action had not run before him for two months prior to the trial of the cause, in which the date of the Statute of Limitation was plainly set forth and relied on, and, secondly, that there had been a signal failure to exercise diligence in procuring the evidence referred to.

## HANKOW.

At the commencement of the tea season, says the Mercury, some alarm was felt lest the sea depth of the water, the lowest known for some years, would prove a bar to the large ocean-going steamers proceeding up river. It was, however, quickly dispelled and the waters kept continuously rising. On the 25th ultimo the watermark at Hankow was 43 feet 3 inches, a record of statement, and the steamer Tai-wo, which arrived at Shanghai from that port on the 1st inst., reports that both banks of the river are completely flooded from Hankow to Chia-ching."

## TIENTHSIN.

At Tientsin on the 21st June a park was opened named the Victoria Park, in honour of the Queen's Diamond Jubilee. The opening ceremony took place on the 23rd, when a pyrotechnic display was given. Mr. D. C. Chapman, of the Municipal Council, made a short speech, praising Her Majesty the Queen, and concluded by declaring the Park open. Mr. Consul Branigan afterwards proposed three cheers for the Queen. During the day the British community entertained all residents and visitors of every nationality at a fete in the Yang-tsing-yen grounds.

## PEKING.

The Hu-pao says that the Soochow officials have received a telegram from Peking stating that a Mandarin, named Hing Yung-ching, who had obtained the highest literary degree in the Empire, has been appointed Chinese Minister to Germany. The Chinese Times says:—H. E. Monsieur Constant, Minister for France, having served the country which he came to Peking, and having accomplished the object of his mission, will return next month to Paris. His presence is much needed. His successor will be soon appointed. M. Constant will be very much regretted in Peking, where his high position, his weight of character, and his practical and business-like habit of mind have greatly supported the dignity of the diplomatic body. He has also placed the representation of France on a higher level than it had ever occupied for a good many years; and the excellent relations which he has established with the Tung-ki Yamen will make things easy for his successor, whoever he may be.

## JAPAN.

News was received at Hongkong on the 5th instant that the Japanese telegraph lines were totally interrupted between Nagasaki and Shimonoseki. The interruption was caused by fire.

## THE PHILIPPINES.

## MANILA.

The American ship Mary L. Stone, which went ashore shortly after leaving Manila for New York, has got off and towed back to Manila. She was last seen.

A somewhat severe shock earthquake was experienced at Manila on the 19th June, shortly after noon, which caused considerable alarm, but no damage appears to have been done.

The period during which foreign dollars and Spanish silver bearing Chinese chopps may circulate in the Philippines has been extended, pending reference to the Madrid Government.

## FRENCH INDO-CHINA.

## SAIGON.

The public gambling houses in Cochin-China, called *casas de commerce*, are to be closed. The following is a summary of the new Customs tariff at Saigon:—The amount to be paid by the merchants who have been laying in stocks in anticipation. The Chinese had however to pay for this purpose, and they now find themselves without money and obliged to pay large sums monthly to the *chelottes* by way of interest. It would seem from the Saigon correspondence that the arrival of *Halong* that something like a panic prevails.

A surveying party sent to the Upper Mekong by the Government of Cochinchina, under the command of Lieut. de Fescay, has recently returned to Saigon. The *Saigonais* says that the result of the survey shows that the Preparang rapids hitherto considered impassable, present no dangers, and during the three months of the survey a river is high steamers of moderate tonnage and a speed of 10 or 12 knots can ascend as high as Strook-Beaufort. It is anticipated that a good trade will spring up, and that the products of the Laos country will have hitherto found their outlet by land carriage to Bangkok or the Amman ports will be diverted to the new route.

## TONQUIN.

A fifth regiment of Tonquinesse tirailleurs is to be raised. A Paris telegram of the 21st June states that the President had signed a decree to that effect.

Mr. Wolf, a Tonquin merchant, who had left Moulong for Haiphong, was reported missing at the date of last advices. He had a considerable amount of money in his possession, and it was feared that he had either been murdered or met with some fatal accident.

It is reported, says the Chinese Times, that the Tonquinese have signed a treaty, which has been under negotiation for a long time, and which included its provisions have not yet been published. The arrangements are believed to follow pretty

closely the lines indicated in the Chinese Times in January last. Paking is given to China.

A telegram in the Tongkoo paper states that the President has appointed a Commission to consider the means of establishing a union of the countries of Indo-China. The Commission consists of M. Flourens, Minister of Foreign Affairs, and four other members, of whom M. Blanquet, Deputy for Cochinchina, is one.

For other mail news see Supplement.

## INTIMATIONS.

SUMMER TIME TABLE.  
THE KOWLOON FERRY.

## STEAM-LAUNCH

## "MORNING STAR"

Runs Daily. Ferry Boat between PEDDAR'S WHARF AND KOWLOON. Taxis at the following hours. This Table will take effect from the 15th April, 1887.

## WEEK DAYS.

	Leaves	Leaves	Leaves
Kowloon	Hongkong	Kowloon	Hongkong
10 A.M.	10.30 A.M.	10.30 A.M.	10.30 A.M.
8.00	8.00	8.00	8.00
8.55	8.00	8.00	8.00
9.45	9.00	9.00	9.00
10.45	10.30	10.30	10.30
12.30 P.M.	12.30 P.M.	12.30 P.M.	12.30 P.M.
1.30	1.30	1.30	1.30
2.15	2.30	2.30	2.30
3.15	3.30	3.30	3.30
4.15	4.30	4.30	4.30
5.25	5.15	5.15	5.15
6.25	6.15	6.15	6.15
7.15	7.00	7.00	7.00
	7.15	7.15	7.15

There will be no Launch on Monday and Friday, on account of coaling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages.

1887.

CHINA OVERLAND TRADE REPORT  
THE COMMERCIAL JOURNAL FOR CHINA, JAPAN,  
etc., &c., Published at the Office of the *Hongkong Daily Press* on the Morning of the Departure  
of the English Mail.

THE LATEST AND GREATEST TRADE  
INTELLIGENCE, REPORTS OF MEETINGS OF  
COMPANIES, THE LATEST TELEGRAMS,  
THE POLITICAL AND GENERAL NEWS  
of the Fortnight.

The "Trade Report" has a large circulation in Hongkong, the Ports of China and Japan, the Philippines, Straits Settlements, &c., &c.

TIEN-TAI  
GOAL MERCHANT,  
has always on hand  
LARGE STOCKS OF EVERY DESCRIPTION OF  
CO. O. S. PRAYA CENTRAL  
FOR SALE AT MODERATE PRICE,  
No. 52, PRAYA CENTRAL. [53]

KWOONG AN SHING  
FURNITURE OF ALL KINDS,  
JAPANESE LAQUERED WARES,  
CURIOS, &c., &c.,  
PRAYA MONTRABE,  
53, QUEEN'S ROAD CENTRAL,  
Praya Montrabe.  
Hongkong, 16th February 1887. [368]

HONG KONG'S  
BEST FIRE CRACKERS  
and all kinds of FIRE WORKS.  
Also,

MAN SHUN WING'S  
CHEEFOO PONGEE SILK  
WHOLESALE.

FUNG TUNG, Siau Agent, 42, BONHAK STAND, Hongkong. [1062]

J. AND R. TENNENTS ALE AND  
PORTER,  
DAVID CORSAIR & SONS'  
Merchant Navy'  
Navy Boiled  
Long Flax  
Crown  
ARNHOLD, KARBERG & CO.  
Hongkong, 11th May, 1887. [20]

THE TROPICAL AGRICULTURIST,  
A MONTHLY RECORD OF INFORMATION FOR  
PLANTERS AND GARDENERS,  
FOR LONDON VIA SUEZ CANAL.

"GLEN" LINE OF STEAM PACKET,  
FOR LONDON VIA SUEZ CANAL.

"GLENGLYME,"  
will be despatched as above on  
or about the 12th inst.

This steamer has superior accommodation for  
passengers, and carries a Doctor.  
For Freight or Passage apply to  
JARDINE, MATHESON & CO.,  
General Managers.

"ORION,"  
Captain Sallan will be despatched as above on  
or about the 15th inst.

For further particulars regarding Freight  
and Passage, apply to the Agency of the Company,  
Praya Central.

O. BACHRACH,  
Agent.

Hongkong, 2nd July, 1887. [15]

INDO-CHINA STEAM NAVIGATION COMPANY,  
TAKING CARGO AND PASSENGERS TO  
SAIGON, SINGAPORE, BATAVIA, COLOMBO,  
POORT ALBEN, ADEN, SUEZ, PORT SAID,  
MEDITERANEAN, AND BLACK SEA PORTS,  
MARSELLLES, AND PORTS OF BRAZIL  
AND LA PLATA;

LONDON, HANSE, ROERDE, BEURDE,  
DUNKIRK, AND ANTWERP.

"ZAMBESI,"  
will leave for the above place TO-DAY, the  
7th July, at Four P.M.

E. L. WOODIN,  
Acting Superintendent.  
Hongkong, 2nd July, 1887. [1288]

THE CHINESE TIMES,  
A MONTHLY RECORD OF INFORMATION FOR  
PLANTERS AND GARDENERS,  
FOR LONDON VIA SUEZ CANAL.

"GLENGLYME,"  
will leave for the above place on FRIDAY,  
the 15th July, at Four P.M.

E. L. WOODIN,  
Acting Superintendent.  
Hongkong, 2nd July, 1887. [1287]

THE CHINESE TIMES,  
A MONTHLY RECORD OF INFORMATION FOR  
PLANTERS AND GARDENERS,  
FOR LONDON VIA SUEZ CANAL.

"OPACK,"  
will be despatched as above on  
or about the 20th instant.

For Freight or Passage apply to  
ARNHOLD, KARBERG & CO.,  
Agents.

Hongkong, 2nd July, 1887. [1277]

STEAM TO SHANGHAI,  
THE P. & O. S. N. CO.'s Steamship.

"KHEDIVE,"  
will leave for the above place about 24 hours  
after her arrival with the New English Mail.

L. WOODIN,  
Acting Superintendent.  
Hongkong, 4th July, 1887. [1287]

NOTICE.  
COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.  
THE Company's Steamer.

"VOLGA,"  
will be despatched for KOBE AND YOKOHAMA,  
shortly after the arrival of the Mail steamer  
from Europe.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 28th June, 1887. [12]

NOTICE.  
BOOKBINDING IN ALL ITS BRANCHES  
AT THE "DAILY PRESS" OFFICE.

Bookbinding in every style by Competent  
Workmen. The Prices are  
Moderate. Bindings of every Size and Description,  
and Account Books ruled to any  
Pattern.

QUALITY OF MATERIALS AND WORKMANSHIP  
GUARANTEED.

"DAILY PRESS" OFFICE,  
HONGKONG.

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QUALITY

# MAIL SUPPLEMENT TO THE HONGKONG DAILY PRESS.

HONGKONG, THURSDAY, JULY 7TH, 1887.

## THE FOREIGN CUSTOMS AND THE COLLECTION OF DUTIES ON THE JUNK TRADE.

The report commented on by us in our issue of the 30th June, that the Foreign Customs were taking over the collection of all maritime duties, whether from native or foreign vessels, in the province of Kwangtung, was, it now appears, not accurately formulated, however true it may in the end prove to be in fact. We have received a copy of a proclamation which has been posted up by the Commissioners of Customs in this province, the minute regulations contained in which sufficiently explain the nature of the change which has taken place. The preamble of the proclamation states that Sir Robert Hart's part received on the 6th June the sanction of the Taung-li Yamen to the enforcement by the Commissioners of Customs from the 1st July of certain regulations dealing with Chinese vessels of Kwangtung province trading with Hongkong and Macao. Then follow the regulations as drawn up by Sir Robert Hart. They are under three-heads—(1) Chinese vessels trading between a treaty port and Hongkong or Macao, (2) Chinese vessels trading between a non-treaty port and those places, (3) Hongkong or Macao vessels of Chinese build. The principle that runs through them all, and which almost justifies the earlier allusion to them all, is that vessels going to or from must, when passing Customs stations, report, and pay duty, and when under the same regulations are at present, all Chinese rigged vessels, or arriving at or leaving an open port, will have to submit to be examined by the officers of the Foreign Customs, and the burden of proof that such vessels are not bound to or from the two Colonies will, necessarily, rest with the vessel. From this to a complete and acknowledged control over all Chinese rigged vessels and collection of all maritime duties at the six stations and at the four open ports in Kwangtung is but a step. Further, as will be seen, the six stations are, as it is, to collect full import duty on all cargoes from the two Colonies bound to non-treaty ports, and half duty on all cargoes from such ports to the Colonies. What, then, will be left for the native Customs authorities to collect? If they make a further levy, they may kill the junk trade; if they do not, they have no *raison d'être*, and must, moreover, perish from inaction. Hence the tendency and present practical effect of this measure falls little short of what popular rumour earlier declared it to be, i.e., that it is, by the foreign Customs of all maritime duties in Kwangtung. The regulations do not, it is true, affect native vessels trading between two un-opened ports in the course of which they would not pass near a Customs station; but such trade is, as compared with the Hongkong or Macao traffic, that of a pedlar to that of a merchant. Nor do they appear to affect trade between two of the open ports, always provided, as before, that the course of the trade does not bring a vessel near a station. But native-rigged craft is not fitted to venture out far to sea, and it is to be presumed that an effective preventive fleet will cruise round the entrance of the Pearl River, so that in effect the present regulations will be found to cover all such trade between any two of the treaty ports in Kwangtung except that between Hoibow and Pakhoi.

We will now examine these regulations more in detail. First as regards native vessels belonging to a treaty port. These (Reg. I) must take out from the Customs a yearly licence, similar to the old sailing letters. The licence bears a number, which must be conspicuously marked on the ship's side;—after we presume, the fashion of the "numbered lorcha's" in the Yangtze-Ningpo trades. When clearing for Hongkong or Macao the proceeding to be followed is much the same as for foreign vessels, the junk pays full export tariff duty, and her clearance is handled by the Customs. She has, however, off one of the six stations, she deposits this certificate with the Customs there and her clearance is stated as cancelled. It is perhaps needless to say that no further duty is levied here on this class of vessels, since to do so would be to deprive the free port of Hongkong of a Chinese Custom-house. On her return voyage from Hongkong or Macao she is required to again report at the station and show her manifest. All being in order she receives a station pass, and continues her voyage. At the treaty port she produces her licence, station pass, and manifest, and receives the usual port to land, has her cargo passed through the examining shed, and pays full tariff-import duty. Minor regulations, follow, or are mixed with these. A junk's charge will, if possible, be chosen by the Commissioner, or, if local circumstances render this impossible, still each junk must obtain his permission before anchoring; that is to say, all licensed junks will be under the foreign Harbour Master. In the case of an unlicensed vessel making an occasional trip to Hongkong or Macao she may obtain a special licence for one voyage, and is then treated in all respects as though holding a yearly licence. All forms will be printed, for convenience sake, in English and Chinese. All sums collected, whether as duties, fees, or tonnage dues, will be accounted for by the Inspector General and by him to the Taung-li Yamen. If papers and cargo are found at the station to be in order, the vessel will meet with no delay. The two last regulations are of importance, the one because it implies the right of search at the stations, and therefore, practically, the overhauling of every vessel, licensed or unlicensed; the other, because shows that tonnage dues are to be required. Concerning these last a further regulation states that Sir Robert Hart will draw up uniform rules for their payment based on the nature of the craft employed; it is therefore to be presumed, that tonnage dues will not be at once levied. Secondly, as regards junk trading with the two colonies from non-treaty ports. In their own port (Reg. II) they will be amenable to the local regulations, but when on their voyage they pass (as they must) a Customs station, a somewhat similar procedure is followed as in the case of licensed vessels. The only difference is that, whereas the latter paid the full tariff duties (import or export) at the treaty port they belonged to, these other junks pay at the station on their outward cargo (their cargo for Hongkong or Macao) half tariff duty, and on their inward cargo (from Hongkong or Macao) full tariff duty, receiving in either case a receipt. Lastly, for junks belonging to the two colonies. If these (Hong. & Mac.) are foreign owned and bear a foreign flag they of course come, as regards their treatment, as an open port, to which alone they can proceed, under the rules of foreign treaties. If, however, they fly a Chinese flag, they will fall at an open port under the regulations of the For-

ign Customs, and at an open port, under those of the Native; but, whenever bound or passing the six stations they must report and pay, as the case may be, full export or full import duty on all goods from or for China. If they have neither Foreign nor Chinese papers they will be treated as "vagrants," and in Chinese waters will be seized and handed over to the local authorities to be dealt with.

Spots will not allow us to dwell at length on the very great importance of this latest chapter in the history of the Hongkong Blockade. To the owners of steamships and to those who are anxious for the prosperity of Hoibow and Pakhoi it would seem to be due nothing but good. If junks are to be made nothing but good. The first reading, when the Public Health Bill, repeats that "it is intended to go at once with the Bill."

The Acting Attorney-General says that it is a good thing to read it first and publish it.

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